

<b>RTIP ID#</b> <i>(required)</i> RIV011205				
<b>TCWG Consideration Date</b> June 28, 2011				
<b>Project Description</b> <i>(clearly describe project)</i> The City of Perris (City) proposes to widen Perris Boulevard from two lanes to six lanes between Ramona Expressway and continuing north to the Perris City limit, just south of Oleander Avenue. This is a Local Assistance Project (LAP) and the Federal Highways Administration (FHWA) is providing funding through the California Department of Transportation (Caltrans). The segment proposed for widening is 1 mi in length, and crosses the Perris Valley Storm Drain Lateral B, a Riverside County Flood Control and Water Conservation District facility. The project includes pavement widening, construction of curb, gutter, sidewalk, streetlights, a raised median along Perris Boulevard, and other associated renovations, such as drainage improvements and traffic signal modifications.  The existing Perris Boulevard within the project limits is an unimproved two-lane highway composed of asphalt pavement and includes a wide-graded dirt shoulder. The existing right-of-way (ROW) varies between 100 and 114 feet (ft) wide throughout the length of the proposed project. No ROW acquisition will be necessary to construct the proposed project. Construction of the proposed project will not result in the need for demolition of any structures or relocation of any residential or commercial uses. Along the proposed project alignment, there are some areas of vegetation and tree growth that will need to be removed to accommodate the widening. These areas are generally isolated along the edges of the road ROW, as the surrounding land use is predominantly undeveloped land that is planned for commercial and industrial development, or agricultural uses. Perris Boulevard currently has two 15 ft through lanes that travel north–south.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Roadway Widening				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> Perris Boulevard  <b>Caltrans Projects – EA#</b> 08-5198 (014)			
<b>Lead Agency:</b> City of Perris				
<b>Contact Person</b> Kenneth Phung	<b>Phone#</b> 951-943-5003 x257	<b>Fax#</b> NA	<b>Email</b> Kphung@cityofperris.org	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> x <b>PM10</b> x				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 12/2011				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>	<b>Section 6004 – Categorical Exemption</b>		<input checked="" type="checkbox"/> <b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	01/2011	06/2011	01/2012	06/2012
<b>End</b>	06/2011	12/2011	06/2012	12/2012

<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p>The City desires to widen Perris Boulevard to its ultimate width from Ramona Expressway north to the Perris City limits. Work will include curb, gutter, sidewalks, parkway, and median improvements, as well as intersection improvements and relocation of utility lines. This project will substantially improve traffic circulation and vehicular safety in the northern portion of the City and into and out of the southern portion of Moreno Valley.</p>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>The existing land uses along Perris Boulevard include retail/commercial and residential properties. However, the majority of the land in the project area is open/vacant.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>2012 No Build, Perris Boulevard, AADT = 15,200, Truck ADT = 760 (5%), See Table B for LOS</p> <p>2012 Build, Perris Boulevard, AADT = 15,950, Truck ADT = 798 (5%), See Table C for LOS</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>2035 No Build, Perris Boulevard, AADT = 17,050, Truck ADT = 850 (5%), See Table D for LOS</p> <p>2035 Build, Perris Boulevard, AADT = 36,100, Truck ADT = 1,805 (5%), See Table E for LOS</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>2015 No Build, Ramona Expressway, AADT = 26,550, Truck ADT = 1,328 (5%), See Table B for LOS</p> <p>2015 Build, Ramona Expressway, AADT = 26,750, Truck ADT = 1,338 (5%), See Table C for LOS</p> <p><b>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p>2035 No Build, Ramona Expressway, AADT = 37,850, Truck ADT = 1,893 (5%), See Table D for LOS</p> <p>2035 Build, Ramona Expressway, AADT = 41,350, Truck ADT = 2,068 (5%), See Table E for LOS</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> <i>(impact on other facilities)</i></p> <p>See attached analysis</p>
<p><b>Comments/Explanation/Details</b> <i>(attach additional sheets as necessary)</i></p> <p>See attached analysis</p>

## Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR, Part 93, analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a Project of Air Quality Concern (POAQC) because of the following reasons:

- i. The proposed project will expand Perris Boulevard from 2 to 6 lanes. However, based on the *Traffic Analysis Report* (April 2011), the traffic volumes along the roadways in the project area would not exceed the 125,000 average daily trips threshold for a POAQC. The future traffic volumes along Perris Boulevard and other local streets are shown in Table A.
- ii. By widening Perris Boulevard the proposed project would improve the overall LOS at the majority of the intersections in the project area. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B and E.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

**Table A: Average Daily Traffic Volumes (Total AADT/Truck AADT)**

Roadway Link	2012 No Build	2012 Build	2035 No Build	2035 Build
<b>Perris Boulevard</b>				
Nandina Street to Harley Knox Boulevard	15,200/760	15,150/758	28,500/1,425	27,650/1,383
Harley Knox Boulevard to Nance Street	14,250/712	15,050/753	17,850/893	34,500/1,725
Nance Street to Markham Street	14,500/725	15,250/763	15,700/785	34,650/1,733
Markham Street to Perry Street	14,900/745	15,650/783	16,650/833	35,750/1,788
Perry Street to Ramona Expressway	15,200/760	15,950/798	17,050/853	36,100/1,805
Ramona Expressway to Morgan Street	14,100/705	14,150/708	22,600/1,130	25,100/1,255
<b>Harley Knox Boulevard</b>				
Indian Avenue to Perris Boulevard	4,900/245	4,540/227	26,700/1,335	21,000/1,050
Perris Boulevard to Redlands Avenue	1,450/73	1,500/75	17,150/858	17,050/853
<b>Ramona Expressway</b>				
Barrett Avenue to Perris Boulevard	26,550/1,328	26,750/1,338	37,850/1,893	41,350/2,068
Perris Boulevard to Evans Road	23,000/1,150	22,950/1,148	34,150/1,708	33,150/1,658

Source: *Traffic Operations Analysis* (April 2011)  
AADT = average annual daily traffic

**Table B: 2012 No Build Intersection Level of Service**

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Indian Ave/Harley Knox Blvd-Oleander Ave	23.8	C	22.8	C
2	Indian Ave/Ramona Exp	13.8	B	11.7	B
3	Indian Ave-Barrett Ave/Ramona Exp	14.7	B	18.5	B
4	Perris Blvd/Nandina Ave	6.5	A	8.1	A
5	Perris Blvd/Harley Knox Blvd-Oleander Ave	19.7	B	15.5	B
6	Perris Blvd/Nance St	0.0	A	29.8	D
7	Perris Blvd/Markham St	28.5	D	23.5	C
8	Perris Blvd/Perry St	25.3	D	23.1	C
9	Perris Blvd/Ramona Exp	22.9	C	20.6	C
10	Perris Blvd/Morgan St	10.1	B	5.7	A
11	Evans Rd/Ramona Exp	25.5	C	22.4	C

Source: *Traffic Operations Analysis*, April 2011.

LOS = level of service    sec = seconds

<sup>1</sup>. Intersections are currently unsignalized

**Table C: 2012 Build Intersection Level of Service**

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Indian Ave/Harley Knox Blvd-Oleander Ave	22.5	C	24.8	C
2	Indian Ave/Ramona Exp	13.4	B	11.4	B
3	Indian Ave-Barrett Ave/Ramona Exp	14.1	B	19.7	B
4	Perris Blvd/Nandina Ave	6.9	A	8.4	A
5	Perris Blvd/Harley Knox Blvd-Oleander Ave	12.5	B	9.2	A
6	Perris Blvd/Nance St	10.4	B	9.6	A
7	Perris Blvd/Markham St	2.3	A	2.5	A
8	Perris Blvd/Perry St	1.6	A	1.6	A
9	Perris Blvd/Ramona Exp	24.9	C	20.7	C
10	Perris Blvd/Morgan St	10.5	B	5.0	A
11	Evans Rd/Ramona Exp	25.6	C	22.5	C

Source: *Traffic Operations Analysis*, April 2011.

LOS = level of service    sec = seconds

**Table D: 2035 No Build Intersection Level of Service**

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Indian Ave/Harley Knox Blvd-Oleander Ave	18.9	B	50.2	F
2	Indian Ave/Ramona Exp	Does Not Exist			
3	Indian Ave-Barrett Ave/Ramona Exp	>100	F	>100	F
4	Perris Blvd/Nandina Ave	15.3	B	37.1	D
5	Perris Blvd/Harley Knox Blvd-Oleander Ave	>100	F	>100	F
6	Perris Blvd/Nance St	33.6	D	42.7	E
7	Perris Blvd/Markham St	48.6	E	98.1	F
8	Perris Blvd/Perry St	39.0	E	61.5	F
9	Perris Blvd/Ramona Exp	40.4	D	21.9	C
10	Perris Blvd/Morgan St	18.1	B	9.8	A
11	Evans Rd/Ramona Exp	33.7	C	38.9	D

Source: *Traffic Operations Analysis*, April 2011.  
 LOS = level of service      sec = seconds  
<sup>1</sup>. Intersections are currently unsignalized

**Table E: 2035 Build Intersection Level of Service**

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Indian Ave/Harley Knox Blvd-Oleander Ave	23.5	C	43.8	D
2	Indian Ave/Ramona Exp	Does Not Exist			
3	Indian Ave-Barrett Ave/Ramona Exp	32.6	C	45.5	D
4	Perris Blvd/Nandina Ave	9.5	A	11.2	B
5	Perris Blvd/Harley Knox Blvd-Oleander Ave	27.2	C	47.7	D
6	Perris Blvd/Nance St	14.1	B	14.4	B
7	Perris Blvd/Markham St	5.6	A	8.8	A
8	Perris Blvd/Perry St	2.4	A	5.1	A
9	Perris Blvd/Ramona Exp	37.3	D	44.3	D
10	Perris Blvd/Morgan St	13.3	B	8.6	A
11	Evans Rd/Ramona Exp	31.5	C	40.2	D

Source: *Traffic Operations Analysis*, April 2011.  
 LOS = level of service      sec = seconds